

Simons, has been placed under arrest on a technical charge of homicide, and the District Attorney's office announced that he would be held while an investigation is being made by Assistant District Attorney William Quigley, Inspector Dominick Henry and Capt. John McGrath of the detective division. Simons told the police that he thought the wheel was struck by a bolt of lightning, because all of a sudden there was a blinding flash, a noise like a tremendous explosion and then the cries of the injured and the swirling rush of the rain.

Other witnesses to the accident told the police that they thought the wind alone was responsible for the accident. Some of them said that they saw the wheel swaying with the great gust that blew like a tornado across the Sound, and then they saw it buckle and bend, and then came the crash. And after the first crash of the falling mass of steel and timbers no one remembers any other sound but the cries of the injured and the peeling of the rain that swirled downward from the skies in such a deluge that it seemed like a great mass of water was being poured out from above. It was through this rain, and through a wind that made it difficult to stand, that the rescuers had to plunge when they tried to help the many who were imprisoned under the ruins of the Ferris wheel.

The dead in this accident are:

Mr. Pasquale Breda, of 249 East 127th street.
Emily Lawlor, 9, of 122 West 111th street.
Louis Danopio, of 524 Edith street, The Bronx.
Idella Vanderpool, a negro, 42 West 130th street.
An unidentified negro man.
Seventeen other persons, whose names were not known.

Fourteen of the injured were able to go to their homes after they had been treated by ambulance surgeons from The Bronx hospitals, but the following eight were sent to Lincoln or Fordham:

Ernest Clarke, of 210 West Sixty-third street, a negro.
A young girl, of 20 West 128th street, a negro.
Betty Potter, of 32 West 135th street, a negro.
Elise Molinew, 11, of 42 West 130th street.
Anna Molinew, of 3042 Park avenue, The Bronx.
Ethel Christian, of 42 West 133d street.
Kenneth Lawlor, of 122 West 111th street.
Pasquale Breda, of 249 West 127th street.
William Herbert and his wife of 260 West 143d street, negroes.
David Alderdyce, of 1030 Olmstead avenue, The Bronx.
Several persons were hurt at Alderdyce and Lawlor, with fractured skulls, and Pasquale Breda, husband of the woman who was killed. His legs are fractured.

The Ferris wheel had a diameter of about 100 feet and had thirty cars. So far as the police have been able to learn there were about sixty persons on the wheel when it was struck by the storm. The wind was in temperature, by the flickering rain and by the sharp gusts of wind that for more than an hour before the breaking of the storm, had been coming across the Sound. But Simons, owner and operator, thought the wheel could weather the storm; it had only recently been inspected by the Building Department, he said, and was in good shape.

Several persons told the police and the District Attorney that they saw the storm coming across Long Island Sound. The storm, they said, was in the shape of a cyclone that came from Missouri and Kansas, and just before it hit there was a quietness and a stillness in the air. Then the wind came and the rumble of the wind and the swirl of the rain that was above and beyond it.

A woman in the Ferris wheel, a woman who rode at the very top of the big ring, shrieked and screamed, and then the next minute came the blinding flash of the lightning and the rush and roar of the wind. The Ferris wheel was struck and swayed and the steel girders cracked and ripped in the gale like bits of cardboard. There was first the sound of the lightning, then the crash of the steel and then the awful crash and the roar as the storm struck the wheel full force and the steel and timbers collapsed and fell every one who was on it, throwing shrieking men and women right and left.

The mass of steel and timbers fell on the houseboat, owned by Capt. Oscar Johnson, going down the river. It was the very moment that his daughter, Mrs. Marie Tolberg, of 878 East 180th street, The Bronx, and her friend, Mrs. Helga Johnson, of 111 West 130th street, The Bronx, were getting up to close the windows, because the rain had begun to come into the houseboat in sheets. They left Mrs. Tolberg's six months old baby, Marie, lying in her baby carriage.

Through Houseboat Roof.

The Ferris wheel crashed into and through the roof of the houseboat. Steel and timbers fell all around the carriage in which the baby lay, but she was untouched. Other bits of wreckage knocked Mrs. Longin and Mrs. Tolberg down, but neither was badly hurt, and Mrs. Tolberg managed to crawl through the debris to her child. Then she fainted and when policemen made their way into the houseboat she was lying on the floor, protecting with her own body the body of her baby.

Another who escaped injury almost miraculously was George Hirschman, of 38 Adams street, Long Island City. Hirschman had gone to the resort in a sedan automobile, and when the first whistling and roaring of the wind gave evidence of the strength and power of the storm he hurried from a dance hall to the car. He had parked just north of the Ferris wheel. He had climbed into the car and was fumbling with a window catch when the crash came. Girders fell against the top of the sedan, smashing it and scattering the wreckage for feet around. Hirschman flung himself to the bottom of the machine and came through unhurt.

Many of the passengers were thrown to the beach northward from the wheel, and some into the water. One of these was Anita Schalk, 31, of 322 Whittier street, The Bronx. She was riding in one of the cars of the wheel with her sister, Helen, 21. Helen yelled at Anita to jump. Anita got up and started to jump, but she was too late, and she was hurled upward and outward, landing unconscious on the beach at the water's edge. She was picked up by Emmanuel Sacks, of 1301 Washington avenue, The Bronx, and was able to go home after she had been treated for shock and abrasions by an ambulance surgeon.

The men who led the work of rescue were Patrolmen William Dudley of the Alexander avenue station and Patrolman Albert Hallitt of the Poplar street station. Neither was on duty, but they were at the resort and they went on duty as soon as they saw the Ferris wheel buckle and fall. They pushed through the crowd that had already begun to rush from the dance halls and the concessions, and followed by a rain of stones, they went into the wreckage. They dragged out the bodies of some of the dead and the maimed bodies of some of the injured, and they were given over to the reserves of the Simpson street station under Capt. James Flattery, the first of the police detachments to arrive.

The police found the crowd of several thousand people milling about in a frenzy of excitement. Women were being pushed and dragged and battered; men were shrieking and crying; children were crying. Part of the crowd was trying

to get out of the dance halls and the concessions to see what had happened of the terrific noise and the cries for help; the other part of the crowd was trying to get into the dance halls because they had seen what had happened. They knew the meaning of the noise and the shrieks of agony. They met at the doors and, panic-stricken, began to fight. Only the arrival of the police and the establishment of police lines prevented several people being hurt.

Finally the police restored some semblance of order and meanwhile they had been proceeding with the work of rescue. They dug into the wreckage, lifting aside the steel and the timbers and bringing forth as gently as possible the body of a man or a woman or a child. They carried the still forms through the rain into the dance hall, in which the ambulance surgeons from Lincoln and Fordham hospitals had set up their first aid stations, and the seriously injured ones were taken to the hospitals. For a long time the surgeons worked, but finally they had treated the last of the victims of the crash, and the work was over. But for hours the police and volunteers worked in the wreckage, searching for bodies or for injured persons who had been overlooked in the first hour of the rescue.

Assistant District Attorney Quigley and Capt. McGrath began questioning Simons and witnesses shortly after they arrived, and the Assistant District Attorney said that he would conduct a thorough investigation in an effort to fix responsibility for the accident.

Abram Wras, whose wife and daughter were killed when a tree crashed through the roof of the Red Lion Inn in Westchester county, escaped death himself only because when he heard the storm coming he left the inn and the table where his wife and daughter sat, to see to their automobile. He was putting up the curtains when he saw the tree blown down and saw it crash through the roof. He hurried back into the inn but when he got there his wife and child were buried beneath the pile of bricks and the timbers of the roof. And both were dead when their bodies were dragged out 140 feet.

The dining room was filled with customers when the tree fell, and several were cut and bruised by the bricks and the planks and timbers from the roof, among them C. J. Watson, of 521 Winthrop avenue, New Haven, who was cut on the forehead, shoulders and nose. It was in the annex to the inn that the accident occurred, and the Wras family, which included besides Mr. Wras and his wife and daughter his sister-in-law, Mrs. Sarah Mirkin. Their table was alongside an open fireplace. Mrs. Mirkin had got up from the table when the tree crashed in and although she was hit by several bricks she was not seriously hurt.

Mrs. Anna Goldkopf and her son, James, 7, of 2015 Lexington avenue, were at Silver Beach, near Foxbury, when a tree was blown down and fell on them. Both received internal injuries and were sent to a hospital.

Miss Hilda Denner, of 740 Edison avenue, The Bronx, was hurt and sent to Lincoln Hospital when her house, a small bungalow, was blown over by the wind.

Broadway Signs Blown Down.

Three persons were injured, many signs were blown down and bent and the storm windows were broken by the storm in the White Light District. The Flak Tire Company's heavy steel sign, 50x50 feet, on the roof of the twelve-story building at 244 to 250 West Fifty-fourth street, buckled under the wind and sank to the roof.

If the sign had blown clear of the roof it probably would have crashed through the roof of the Ma's Episcopal Church, negro, in West Fifty-third, just back of the building. As it was the sign lay perilously near the edge of the roof, and for two hours it was supposed off Fifty-third and Fifty-fourth streets between Broadway and Eighth avenue.

Firemen under Chief Daniel J. Curran of the Ninth Battalion were summoned to the Hotel Harding, Broadway and Fifty-fourth street, after a long ladder had blown from the roof to the sidewalk. The firemen climbed to the roof and secured the ladder with ropes. A few minutes later they went to 711 Seventh avenue, where two men from the top of the third floor and had fallen to the sidewalk, taking some smaller signs with it and missing several persons by only a few feet.

Four large plate glass windows in the lower shopping district were broken. At the Walker Rug Company, 132-134 West Twenty-fourth street, a twelve-foot window was blown in. At 315 Seventh avenue a window in the United Cigar Store was smashed. In the store of G. & I. Greenberg, clothing, of 476 Eighth avenue, a large plate glass window buckled under the blast, and a similar mishap occurred to one of the large show windows of Murrer Brothers at 1150 Broadway, manufacturers of hats. The Police from the West Thirtieth street station were busy until a late hour last evening in boarding up the broken fronts to prevent theft or further damage from the storm. There were also numerous casualties among the small windows in the left districts ranging from Thirty-fourth to Fourteenth street, between Seventh and Madison avenues.

Times Building Window Broken.

Three men who were standing in the Forty-second street entrance of the Times Building were injured when the window of the door was blown outward and fell upon them. They were Herbert Loosberg, aged 31, of 47 Mercer street, Brooklyn, cut head; Isadore Kalliet, aged 124 Union street, Brooklyn, probable fracture of the skull, and Reine Peroy, 37, of 300 Fifth avenue, Astoria, cut right arm.

During the storm the bricks began to fly from the cornice of the five-story tenement at 161 West Sixty-second street and the twelve families living there ran to the rear of the building. The Building Department sent an inspector, who said the house was in no immediate danger of collapse.

Large plate glass windows were blown in all along Broadway and the upper part of Seventh avenue. At least a score were broken and the glass was scattered over the sidewalks.

When he saw the storm about to overtake him Gerard Finnan, 32, of 566 West 173d street, who, with two boys, had been playing in Fort Washington Park, started running to the beach. He was lacerated about the neck and head by a large steel stick in an automobile, unoccupied at the time. Many large trees in Central Park were uprooted and thrown across paths and roadways. The police, examining the park when the storm was over, said that most of the 3,000 trees planted recently by the Park Department either were torn to pieces or uprooted because they had not had time to set themselves firmly in the ground.

Two trees, each five feet in diameter, were blown across the transverse road on the east side of the park twenty feet from Fifth avenue. Two trees were blown over at what is known as Inscope Arch, opposite Sixty-third street near Fifth avenue. At Seventh avenue and Fifty-ninth street, at the entrance to the west drive, a locust tree was blown through the ground. A large tree was blown over on the east side of the park opposite Sixty-second street and Fifth avenue.

Police under Lieut. John Ward of the Arsenal station acted as hosts to a hundred mothers with crying babies who sought shelter in the station during the storm.

The storm caused damage to boats as it swept up the Hudson. The 100 feet yacht "Tart", anchored about a hundred

yards from the fleet of the New York Yacht Club, was blown into the water and torn loose from her moorings. The gale that accompanied the rain swept her into the motorboat Casino, causing damage to both craft.

Another vessel dragged at her anchor and smashed the glass of the cabin on the Buddy, owned by Capt. Henry Brewster, member of the club. Attendees of the club put out in motorboats and so the vessels that had been sent adrift by the storm.

Mrs. Henry Walton, her husband's two children, Frederick and Anna Grant, and their child, Edward Thor, were near the rowboat in Pelham Bay. They were rescued by members of the Harlem Yacht Club on City Island.

The boat had left their pleasure boat, Lorna Doone, and were heading for the New York Yacht Club, of which Mr. Walton is a member, when the wind drove them back to the opposite shore. The boat was capsized a few feet before it was reached and the swimmers were helped ashore by several men.

Mr. Walton and his family live at Crotona avenue and 180th street, The Bronx.

The ferryboat Hildegard, which runs between Interstate Park on the Jersey side and 158th street on the Manhattan side, was blown away from its moorings by Mrs. H. J. Grady of 2153 Amsterdam avenue, was caught in midstream, and one of the lifeboats, torn from its moorings, was blown away from the boat to the Jack below, injuring a man and two boys.

The injured were Morris Lowenthal, 38, of 366 West 183d street; Edward Lowenthal, 16, of 213 East Seventy-first street, who was lacerated about the left arm, and Sidney Jacobs, 14, of 216 East Seventy-first street, who was cut about the right eye and hand. The three were taken to Columbus Hospital, at 163d street.

Two Men Killed by Wires.

Besides killing two men in Newark, the storm blew down wires and uprooted trees in all sections, making many streets impassable and crushing roofs in their fall.

On the roof of St. Patrick's Cathedral there was blown away at the height of the gale and skylights in numerous office buildings were torn off or smashed by the hailstones. Lincoln Park and Military Park, in the center of the city, are cluttered with fallen trees.

Lightning struck the roof of St. Peter's Parochial School, Belleville, doing considerable damage, but injuring no one. Here, also, the wind uprooted trees, in one place two automobiles being buried under a mass of foliage. In several houses in East Orange were struck by falling trees.

The roof of a house was blown away and a building across the street, 125 feet away.

No numerous were the fallen live wires there that firemen and policemen were detailed to guard each one.

In the height of the storm lightning struck the resistance box under a Bergen Beach shuttle car of the B. R. T., setting the car afire and causing the death of three men and a woman. He had taken Betty Asher Nagler away from the place where Heyder had gone down and dived from the jetty to a depth of twelve feet, recovering the body. Betty was taken to the Coney Island Hospital.

Police launches and other motorboats cruising in the rivers and the Sound made a number of rescues during the storm and immediately afterward. Sergeant Michael McDermott, passing up the Sound in a launch, blew his siren when he saw a motorboat overturn. It carried three men and a woman. He attracted the attention of the crew of the ferryboat Harlem, which stopped and rescued the persons in the water. They gave their names as Samuel Kaplan of 44 West 119th street, James and Irene Newman of 77 West Eighty-fifth street and Solomon Levy of 1071 St. Nicholas avenue.

In men who were thrown into the water when their boat collapsed off City Island, near the Execution lighthouse, were picked up by a motorboat and brought to shore, where they were sent to Fordham Hospital suffering from submersion. They are Santo Callentano of 474 Henry street, Jerry Salento of 52 Second avenue and James Massa of 172 Present avenue.

Sergeant Flannigan of the Greenwich police telephoned to New York Police Headquarters last night that Gladys Redinger, aged 16, of 116 West 116th street, was in a hospital in that city unconscious from shock and submersion. There is no such address as the one given, but the police believe the address became twisted in transmission.

Girl From Canoe Rescued.

The Greenwich police said that the girl was rescued from Long Island Sound during the storm. She was riding in a canoe with John Anderson of 4133 West 116th street, The Bronx. The canoe had capsized and the girl and her mother, who was in the yacht Countess, owned by John B. Dunbar of Mount Vernon, came to their rescue. Miss Redinger was taken to the hospital, but Anderson sank and his body was not recovered.

Five persons in an open 30-foot motor boat were drowned during the storm. The boat was capsized off the upper bay, between the Statue of Liberty and Robbins Reef, after the boat had filled and was about to sink.

In the boat were Fred Burques, his wife, Jane, and their children, Anna, Joseph, Martin, all of 1832 Third avenue, and Jennie Leprethy of 458 West Twenty-third street. They left 218th street and Hudson River in Burques's boat, which he had the Higginbotham, and all went well until they got in the bay, when the strong northwest wind began to drive waves over the side of the boat. The engine stopped, and the boat was about to sink when Capt. M. J. Higgins of the ferryboat Brooklyn saw them and ordered lifeboats laid down. All five were taken on the ferry and taken to Staten Island. They were wet but uninjured. A passing launch towed the crippled Higginbotham to the foot of West Thirty-ninth street, Brooklyn.

Capt. Suncello of 88 Sixteenth street, Brooklyn, was swept from the deck of the East Boat by the second wave of the storm when the boat, commanded by Lieut. Sencelberg, went to the assistance of a canoe that was in distress off Fort Washington. The boat was capsized and the canoe was saved. Suncello's boat, according to a report made to the police of the marine division at the Battery, was not recovered.

There were also four drownings yesterday morning and last night which were not due to the storm. Joseph P. Hayes, 18, of 304 West Forty-first street, was drowned at noon in Cloveana Lake, West Park. He was in the lake when he had an attack of cramps. Three boys were drowned last night while bathing in the Passaic River, one near West Paterson and the two others near Singac, N. J. They were Ernest Schmidt of 214 Hamburg avenue, Paterson, and Samuel Israel Bralek of 15 Rose place and David Gungers of 96 Sunset avenue, both of Passaic.

Windows in the court house and in the South Presbyterian Church were demolished. This was the first time since the fall of the storm that the city was hit by a severe rain, lightning broke branches from a tree adjacent to his greenhouses and the gale carried the branches through the glass pane of the roof of a house in Stevens avenue was blown off. More than fifty trees were uprooted.

At Port Chester, N. Y., the lighting system went out of commission for several hours. About a hundred trees were uprooted and scores of windows smashed.

In Greenwich, Conn., the telephone and telegraph systems were also out of commission for a time and many trees were blown down.

The storm also did damage in the Williamsburg and Wadsworth sections of The Bronx. Telephone, electric light and telegraph wires were ripped from their poles and left dangling in the streets and on top of houses.

A live wire ripped from a pole at 264th street and Jerome avenue, The Bronx, was picked up by Tony Pallado, 16, of 3155 Villa avenue, The Bronx. He was taken to Fordham Hospital with his hands and feet severely burned. His condition is critical.

James Goltzoff, 7, of 2015 Lexington avenue, was killed by a live wire. His name appears to be appearing the day at Silver Beach. When the storm broke they took shelter under a large tree. There was a flash of lightning and the tree was torn from its roots and fell on the woman and boy. They were dragged to safety by persons in the vicinity and taken to Lincoln Hospital.

At Morrisania, the damage was estimated at \$20,000. The park in the center of the town was nearly wrecked.

40 TO 60 SAVED IN SUNDAY

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walking along the edge of the reservoir at Oyster Bay when the storm came. She started to run to shelter, but slipped and fell into the reservoir. She was drowned before help could come.

Jacob Dineen, who was on the West 154th street was drowned in Long Island Sound off City Island when a tow boat in which he had gone out with Jacob Birmer of 849 Westchester avenue, The Bronx, was overturned by the storm. Birmer was rescued by a launch which was passing, but Dineen sank before he could be saved.

Another drowning due to the storm was that of Jack Lowenthal of 56 East 103d street. He was swimming with several other men in the East River when the storm came. He was knocked unconscious and sank before his companions could reach him.

Fred Heyder, 25, a steamfitter, of 215 Seventy-ninth street, Brooklyn, was drowned in Gravesend Bay when in bathing off Seventeenth avenue, Bath Beach, and a friend, Fred Betts, 33, an electrician, of 1710 Twenty-fifth street, Brooklyn, nearly lost his life in attempting to rescue him. He was saved by Carl Nagler, 19, a roofer, of 80 Bay Thirtieth street, Brooklyn.

Heyder and Betts, who were companions, were diving from a jetty about seventy-five feet from shore, and Heyder, seized with cramps, became disabled in the water. Betts swam to his assistance, but he was unable to reach him as Heyder was about to drag him toward the surface. He started to swim to the shore and was nearing exhaustion when Nagler came to his rescue. When he had taken Betty ashore Nagler swam to the place where Heyder had gone down and dived from the jetty to a depth of twelve feet, recovering the body. Betty was taken to the Coney Island Hospital.

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SENATORS PREPARED FOR TARIFF REVOLT AT SIGNAL

Continued from First Page.

anti-Democratic papers have been read into the Record by Democratic Senators. Editorials appearing in The New York Herald pointing out the unwisdom of the pending tariff legislation have been frequently cited by Republican and Democratic Senators.

McCumber's Standpat Speeches.

There has been one marked point of difference between the Republican and Democratic speeches for and against the tariff bill. Mr. McCumber has made many speeches. Leaders of long experience in both parties agree he has won for himself a place in the hall of tariff fame in at least one way. They credit him with having resurrected all the ancient standpat arguments ever employed in previous tariff debates.

Some of his speeches have been strongly reminiscent of those with which Republican high tariff spellbinders made the popular welkin ring in the campaigns of the early eighties or which were delivered on the floors of Congress during discussions of the McKinley bill.

Mr. McCumber is credited with not having overlooked a single trick or argument that the old timers employed in holding up the ocre of foreign competition, "the empty dinner pail" and "other undesirable consequences of Chinese cheap labor," "inferior foreign goods" and all that sort of thing. If Mr. McCumber has mentally advanced beyond the archaic reasoning of the most confirmed standpatters of the eighties his speeches have not indicated it.

On the contrary, some of the speeches made by Republican as well as Democratic opponents of the McCumber bill have displayed breadth of thought, vision and appreciation of economic conditions which, in their judgment, should point toward emancipation from political influences in the making of a tariff.

Genuine Oratory Exhibited.

There have been flashes of genuine oratory, exhibitions of keen analysis and a lot of up to date common sense during the tariff debates. These have come almost entirely from the opposition because it is a fact that the attitude of most of the Republicans who have indicated their support of the tariff measure has been that of sullen resignation, of "passive obedience" for which they have little liking. They have swallowed many bitter doses in order to win the accompanying orange for themselves.

The record of the tariff debates does not disclose the fact that aside from Mr. McCumber any of the leaders of the party have manifested more than passing concern in the result, for which the majority are striving—the passage of the McCumber bill with as little delay as possible. This is not true of the opposition. Republicans as well as Democratic critics of the measure have been and are taking a keen and earnest interest in exposing the defects of the bill.

Some Republican Senators praise their Democratic colleagues for both fairness and sincerity of motive in training their oral guns on the McCumber bill. One of the best impromptu speeches made on the tariff was contributed on Thursday by Senator John S. Williams, Democrat, of agricultural Mississippi.

The Mississippi Senator, who is shortly to retire from Congress because of his disgust with political conditions, will leave behind him a record of which almost any man might be proud. While he is an ardent Democrat, his judgment and utterances are not always influenced by partisan considerations. He has literally "risen above his party" many times.

He informed and voted for the treaties negotiated by the Arms Conference convened by President Harding. He is unalterably opposed to the \$5,000,000,000 bonus paid for patriotic reasons. He has described that enterprise as "a catch penny affair designed to attract votes for Congressmen."

Inconsistencies of Majority.

Republican as well as Democratic Senatorial critics of the McCumber bill have repeatedly called attention to the inconsistencies of the Republican majority and of the various "blobs" in the treatment of the tariff bill. Senators from the Atlantic seaboard, while justifying the "protection" granted to manufactured products of their respective States, have not hesitated to condemn the concessions made to Pacific coast States.

Sensors from the Far West, while asserting complete justification for the concessions demanded and obtained by them, have not hesitated to retort in kind.

Appeal to one of the Pacific coast Senators elicited information on this point, which balanced admirably with the version "the Atlantic coast Senator. The Pacific coast Senator, who is a candidate for reelection and believes the tariff will help him win a lot of votes, expressed satisfaction with the concessions granted his State. But he actually frothed at the mouth for the "price paid for the votes of some of those fellows in the East."

He pointed out that the people of the far West have been obtaining manufactured products from foreign sources would now be at the mercy of the "gouging New York manufacturers," and have to pay higher prices than at present for them. That which applies in these illuminating examples of the manner in which the tariff bill was framed and votes secured for it is true in other cases.

Idaho's Dictation on Bricks.

For instance, Idaho, with a population about as big as States Island, dictated the schedule on bricks for building purposes. Because there are two brick factories in Idaho, Senator Gooding decreed that there must be a tariff of twenty-five cents a hundred on all bricks imported from Canadian and other sources.

New York and some of the other Atlantic coast States are compelled to draw heavily on Canadian sources for their supplies which have hitherto come in free from duty. To protect two brick plants in Mr. Gooding's State there will now be an almost

have acquiesced in this policy of trading votes for concessions. Some of them have ventured dangerously near the line of insurgency in condemning it. Senators Borah, Norris and Len-

It is not a coincidence that the man of discriminating taste is a smoker of Melachrino Cigarettes. To enjoy them has always been an evidence of an appreciation of the finer things of life.

MELACHRINO cigarettes are made from the choicest and most carefully selected Turkish tobaccos grown, and because of their superb and unchanging quality, they have had no rival for forty-three years.



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"The One Cigarette Sold the World Over"

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For information, ask—

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